

32  
**ORIGINAL**

**STATE OF ILLINOIS  
ILLINOIS COMMERCE COMMISSION**

**THE BURLINGTON NORTHERN AND SANTA FE )  
RAILWAY COMPANY, CLARION TOWNSHIP ROAD )  
DISTRICT, and the STATE OF ILLINOIS, )  
DEPARTMENT OF TRANSPORTATION )**

**Case No. T 04- 0034**

**RECEIVED**  
JUL 28 2004

Illinois Commerce Commission  
RAIL SAFETY SECTION

**Stipulated Agreement regarding improving public )  
safety at the East 0<sup>th</sup> Road highway-rail grade )  
crossing of the Company's track located near )  
Mendota, Bureau County, Illinois, designated as )  
crossing AAR/DOT 079-649H, milepost 86.18. )**

**SUPPLEMENTAL PETITION OF THE BURLINGTON NORTHERN  
AND SANTA FE RAILWAY COMPANY**

Now comes supplemental petitioner, The Burlington Northern and Santa Fe Railway Company ("BNSF"), by its attorneys, Kenneth J. Wysoglad & Associates and requests that the Illinois Commerce Commission enter an supplemental order directing the Illinois Department of Transportation pay from the Grade Crossing Protection Fund an additional \$91,491 toward installation of the automatic warning devices and circuitry at the East 0<sup>th</sup> Road highway - rail grade crossing of the BNSF trackage located at or near Mendota, Bureau County, Illinois, designated as crossing AAR/DOT 079 649H, milepost 86.18. In support whereof, supplemental petitioner states as follows:

1. Pursuant to stipulated agreement, on or about April 21, 2004 the Illinois Commerce Commission entered its order in the above captioned cause authorizing, inter alia, the installation of automatic flashing light signals and gates and constant warning time circuitry at the grade crossing located at the tracks of BNSF with the public roadway known as East 0<sup>th</sup> Road, AAR/DOT

**DOCKETED**

JUL 28 2004  
✓

079 649H, milepost 86.18 located near Mendota, Bureau County, Illinois (Exhibit A attached).

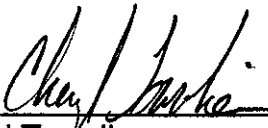
2. In conjunction with preparation of the stipulated agreement BNSF submitted a cost estimate and engineering diagram with respect to the grade crossing warning device installation referenced above. (Exhibit A)
3. With respect to the automatic warning device installation at the East 0<sup>th</sup> Road at grade crossing location, BNSF originally estimated the cost of the warning device improvements at \$202,398. Under the terms of the order entered by the Illinois Commerce Commission in the above captioned cause, the cost of the warning device installation was to be divided among the parties with the Grade Crossing Protection Fund paying 90% (\$182,158) and BNSF paying the remainder (\$20,240).
4. In its initial engineering evaluation, BNSF inadvertently failed to consider the existence and location of the intermediate wayside track signal when the East 0<sup>th</sup> Road warning device circuitry plan was originally prepared and estimated. After additional engineering investigation and analysis, BNSF determined that the warning device circuitry system as originally proposed will not function properly or reliably at the East 0<sup>th</sup> Road at grade crossing location due to the proximity of an existing intermediate wayside track signal which serves to govern the operation and movement of BNSF's train traffic through the area.
5. BNSF has now redesigned the automatic warning device circuitry system and has determined that \$104,503 worth of additional equipment, materials

and labor will be required for installation of a properly designed and operational grade crossing warning device circuitry system. (Exhibit B attached, estimate of additional labor and materials).

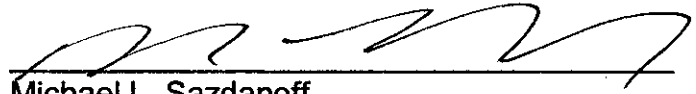
6. The increase in the cost of the grade crossing automatic warning devices is merely the result of an engineering oversight due to the time constraints involved in an effort to expedite this grade crossing improvement project. As a result, it would be inequitable for BNSF to assume the entire cost for the additional necessary labor and materials. Fairness and equity would require that the Grade Crossing Protection Fund of the Motor Fuel Tax law pay 90% of the additional estimated costs associated with this public at grade crossing improvement project.

Wherefore, The Burlington Northern and Santa Fe Railway Company requests that the Illinois Commerce Commission issue a supplemental order directing the Illinois Department of Transportation pay from the Grade Crossing Protection Fund of the Motor Fuel Tax Law an additional \$91,491 toward installation of the automatic warning devices and circuitry at the East 0<sup>th</sup> Road highway - railroad grade crossing of the BNSF trackage located at or near Mendota, Bureau County, Illinois, designated as crossing AAR/DOT 079 649H, milepost 86.18.

THE BURLINGTON NORTHERN AND SANTA  
FE RAILWAY COMPANY

  
\_\_\_\_\_  
Cheryl Townlian

KENNETH J. WYSOGLAD & ASSOCIATES




Michael L. Sazdanoff

Michael L. Sazdanoff  
Kenneth J. Wysoglad & Associates  
Attorneys for The Burlington Northern and Santa Fe Railway Company  
118 S. Clinton Street, Suite 700  
Chicago, Illinois 60661  
(312) 441-0333

STATE OF MISSOURI     )  
                                  )  
COUNTY OF GREENE    )     SS


VERIFICATION

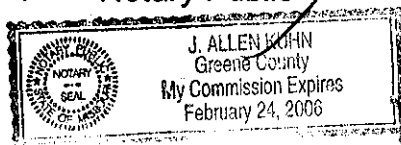
Cheryl Townlian, being first duly sworn, deposes and says that she is Manager Public Projects for The Burlington Northern and Santa Fe Railway Company, supplemental petitioner herein; that she is duly authorized by said railroad to sign, verify and file the foregoing supplemental petition and that the matters set forth in said supplemental petition are true and correct to the best of her knowledge, information and belief.

  
\_\_\_\_\_  
Cheryl Townlian

Subscribed and sworn to  
before me this 16

day of JULY, 2004

  
\_\_\_\_\_  
Notary Public





## ILLINOIS COMMERCE COMMISSION

April 26, 2004

The Burlington Northern and Santa Fe Railway Company, Clarion  
Township Road District, and the State of Illinois, Department of  
Transportation.

T04-0034

Stipulated Agreement regarding improving public safety at the East 0<sup>th</sup>  
Road highway-rail grade crossing of the Company's track located near  
Mendota, Bureau County, Illinois, designated as crossing AAR/DOT  
079 649H, milepost 86.18.

### TO ALL PARTIES OF RECORD:

Dear Sir/Madam:

Enclosed please find a copy of the Order entered by the Commission in the above-  
entitled matter on April 21, 2004 and fully executed Stipulated Agreement.

***Please read this Order carefully as it may contain provisions for penalties for  
failure to complete the work by the ordered completion date. Requests for  
extensions of time must be filed with the Director of Processing and information  
of the Illinois Commerce Commission at the address shown below, no later than  
14 days prior to the ordered completion date.***

Processing and Information Section

ss

Michael E. Stead, Rail Safety Program Administrator  
Henry Humphries, Rail Safety Staff

EXHIBIT A

STATE OF ILLINOIS

ILLINOIS COMMERCE COMMISSION

The Burlington Northern and Santa Fe Railway Company, Clarion  
Township Road District, and the State of Illinois, Department of  
Transportation.

T04-0034

Stipulated Agreement regarding improving public safety at the  
East 0<sup>th</sup> Road highway-rail grade crossing of the Burlington  
Northern and Santa Fe Railway Company's track located near  
Mendota, Bureau County, Illinois, designated as crossing  
AAR/DOT 079 649H, milepost 86.18.

ORDER

By the Commission:

On February 23, 2004, February 25, 2004, March 10, 2004 and March 25, 2004, the Staff of the Illinois Commerce Commission, Clarion Township Road District, The Burlington Northern and Santa Fe Railway Company, and the Illinois Department of Transportation, respectively, executed Stipulated Agreement Number # 1080 according to the provisions of Section 18c-7401 of the Illinois Commercial Transportation Law. The Stipulated Agreement, which is appended hereto, provides for safety improvements at the East 0<sup>th</sup> Road grade crossing of the Burlington Northern and Santa Fe Railway Company's tracks, located near Mendota, Bureau County, Illinois. The Stipulated Agreement contains estimates of cost to accomplish the improvements and a division of cost among the parties.

The Commission, having given due consideration to the Stipulated Agreement, finds that:

- (1) The Commission has jurisdiction over the parties and the subject matter of this proceeding.
- (2) The physical characteristics of the subject highway - railroad grade crossings, rail and highway volumes and speeds are indicated on Exhibit A, of the Stipulated Agreement, appended hereto.
- (3) The Parties agree that in the interest of public safety the improvements as set forth in Section 2 of the Stipulated Agreement, appended hereto, should be performed.
- (4) The cost for the proposed improvements should be divided among the parties and the Grade Crossing Protection Fund of the Motor Fuel Tax Law, in accordance with the Law.
- (5) It is fair and reasonable that the Secretary of the Illinois Department of Transportation through the Grade Crossing Protection Fund of the Motor Fuel Tax Law, be directed to bear their respective portions of the actual cost

of the proposed improvements as set forth in Section 5 of the Stipulated Agreement, appended hereto.

- (6) 625 ILCS 5/18c-1701 and 1704 require each "person", as defined by Section 18c-1104, to comply with every regulation or order of the Commission. These sections further provide that any person who fails to comply with a Commission regulation or order shall forfeit to the state not more than \$1,000 for each such failure, with each day's continuance of the violation being considered a separate offense. While the Commission expects all parties to comply with this Order in all matters addressed herein and in a timely manner, the Commission advises that any failure to comply may result in the assessment of such sanctions.
- (7) Public Act 93-0604 (effective November 21, 2003), which amends 18c-7401 (Safety Requirements for Track, Facilities, and Equipment) of the Illinois Commercial Transportation Law, requires installation of temporary STOP signs whenever the Commission authorizes the installation of automatic flashing light signals or automatic flashing light signals and gates at public highway-rail grade crossings. The temporary STOP signs shall remain in place until the luminous flashing signal or crossing gate devices have been installed. The rail carrier is responsible for the cost of the installation and subsequent maintenance of any required temporary STOP signs.

IT IS THEREFORE ORDERED that the terms of Stipulated Agreement Number # 1080 executed by the Staff of the Illinois Commerce Commission, Clarion Township Road District, The Burlington Northern and Santa Fe Railway Company, and the Illinois Department of Transportation on February 23, 2004, February 25, 2004, March 10, 2004, and March 25, 2004, respectively, be, and they are hereby accepted and required to be met by the aforesaid parties.

IT IS FURTHER ORDERED that The Burlington Northern and Santa Fe Railway Company be, and it is hereby, required and directed to proceed immediately in performing its work as set forth in Section 2 of the Stipulated Agreement, appended hereto, and shall complete its work within one (1) year from the date of this Order.

IT IS FURTHER ORDERED that the cost of making the improvements herein required shall be divided among the parties and the Grade Crossing Protection Fund of the Motor Fuel Tax Law, as set forth in Section 5 of the Stipulated Agreement, appended hereto.



IT IS FURTHER ORDERED that The Burlington Northern and Santa Fe Railway Company shall, within 30 days from the date of this Order, install temporary STOP signs at the East 0<sup>th</sup> Road grade crossing. The temporary STOP signs shall remain in place until the automatic warning devices authorized for installation by this Order are installed and operational. The Burlington Northern and Santa Fe Railway Company shall be responsible for the cost of the installation and subsequent maintenance of the required temporary STOP signs.

IT IS FURTHER ORDERED that The Burlington Northern and Santa Fe Railway Company shall furnish a written statement with the Director of Processing and Information, of the Commission's Transportation Bureau, indicating that the temporary STOP signs have been installed at the East 0<sup>th</sup> Road grade crossing.

IT IS FURTHER ORDERED that The Burlington Northern and Santa Fe Railway Company shall file Form 3 of 92 Illinois Administrative Code 1535 of this Commission, one for each location, showing details of the automatic warning devices herein required and shall receive approval thereof by X-Resolution before commencing the work of installation.

IT IS FURTHER ORDERED that all bills for expenditures authorized to be reimbursed from the Grade Crossing Protection Fund shall be submitted to Fiscal Control Unit of the Illinois Department of Transportation's Bureau of Local Roads and Streets, Main Office, 2300 South Dirksen Parkway, Springfield, Illinois, 62764. The Illinois Department of Transportation shall submit a copy of each bill to the Director of Processing and Information, Transportation Division of the Commission. The final bill for expenditures shall be clearly marked "Final Bill". All bills shall be submitted to the Department no later than twenty-four (24) months from the date of this Order. Authorization for reimbursement from the Grade Crossing Protection Fund shall expire twelve (12) months after the completion date specified in this Order. The Department shall, at the end of the 24<sup>th</sup> month from this Order date, de-obligate all residual funds accountable for installation costs for this project.

IT IS FURTHER ORDERED that The Burlington Northern and Santa Fe Railway Company shall at six (6) month intervals from the date of this Order until the project has been completed, submit written reports to the Director of Processing, Transportation Division of the Commission stating the progress it has made toward completion of the work herein required. Each progress report shall include the Commission Order Number, the Order Date, the project completion date as noted in this Order, crossing information (Inventory Number and Railroad Milepost), type of improvement, and project manager information (the name, title, mailing address, phone number and facsimile of the Railroad employee responsible for management of the project.)

IT IS FURTHER ORDERED that The Burlington Northern and Santa Fe Railway Company shall submit to the Director of Processing, Transportation Division of the Commission within five (5) days of the completion of the work herein required, a 6180.71 S. DOT Crossing Inventory Form as a notice of said completion.

IT IS FURTHER ORDERED that The Burlington Northern and Santa Fe Railway Company shall at six (6) month intervals from the date of this Order until the project has been completed, submit written reports to the Director of Processing, Transportation Division of the Commission stating the status of expenditures of the total project and percentage of completion of the project. If the project is behind schedule the report(s) must also include a brief explanation of the reason(s) for the delay.

IT IS FURTHER ORDERED that, any person making a Request For Extension Of Time up to 30 days to complete a project ordered by the Commission must file a request with the Director of Processing no later than 14 days in advance of the scheduled deadline. An Administrative Law Judge will consider and decide the request.

IT IS FURTHER ORDERED that, any person requesting a extension of time that exceeds 30 days must file a Petition For Supplemental Order with the Director of Processing no later than 21 days in advance of the scheduled deadline. The Commission will decide Petitions For Supplemental Orders.

IT IS FURTHER ORDERED that, requests For Extension Of Time and Petitions For Supplemental Orders must include the reason(s) the additional time is needed to complete the work and the time within which the project will be completed. Prior to submitting a Request For Extension Of Time or a Petition For Supplemental Order, the person must notify the Commission's Rail Safety Program Administrator that it is unable to complete the project within the ordered timeframe.

IT IS FURTHER ORDERED that, the Commission or its Administrative Law Judge reserves the right to deny Petitions For Supplemental Orders and Requests For Extension Of Time, if the reason(s) supporting the request is insufficient or where it appears the person has not made a good faith effort to complete the project within the allotted time. Failure of the Commission or Administrative Law Judge to act on a pleading prior to the deadline means the originally ordered completion date remains in effect.

IT IS FURTHER ORDERED that, subject to Section 18c-2201 and 18c-2206 of the Law, this is a final decision subject to the Administrative Review Law.

By Order of the Commission this 21st day of April, 2004.

*Edward C. Husley* <sup>2</sup>

Chairman

JUDGE
SECTION CHIEF <i>MES</i>
<i>[Signature]</i> ORDERS SUPERVISOR

STATE OF ILLINOIS  
ILLINOIS COMMERCE COMMISSION

T04-0034

STIPULATED AGREEMENT NO. 1080

This agreement made and entered into, by and between the State of Illinois acting by and through the Illinois Commerce Commission ("COMMISSION"), The Burlington Northern Santa Fe Railway Company ("COMPANY"), Clarion Township Road District ("ROAD DISTRICT"), and the State of Illinois, Department of Transportation ("DEPARTMENT").

## WITNESSETH:

WHEREAS, it has come to the attention of the Commission through informal correspondence that inquiry should be made into the matter of improving public safety at the East 0<sup>th</sup> Road highway-rail grade crossing of the Company's track located near Mendota, Bureau County Illinois, designated as crossing AAR/DOT 079 649H, milepost 86.18; and

WHEREAS, proper investigation has been made of the circumstances surrounding the aforesaid crossing by a representative of the Commission's Transportation Division Railroad Section; and

WHEREAS, the physical aspects, including geometrics of the intersection, train movements, vehicular traffic volume, and sight distances and other pertinent data relating to the crossing have been obtained and shown on Exhibit A, attached to the Agreement; and

WHEREAS, the parties are mutually agreeable to accomplish the proposed improvements upon a determination of the Commission by Order.

NOW, THEREFORE in consideration of the premises and of the mutual covenants and agreements as hereinafter contained the parties pray that the Commission enter an Order according to the provisions of Section 18c-7401 of the Illinois Commercial Transportation Law requiring that certain improvements as hereinafter stated be made and that the cost for the proposed improvements be divided among the parties according to law and that in the interest of the statewide traveling public the Grade Crossing Protection Fund of the Motor Fuel Tax Law be required to bear a substantial portion of the cost; To Wit the parties agree as follows:

Section 1 All improvements encompassed by this Agreement shall be made in accordance with all applicable State laws, rules, standards, regulations and orders and procedures in general.

Section 2            The parties are of the opinion that the proper improvements in the interest of public safety at the aforesaid crossing should be:

- a) The Company should remove the existing warning devices and install new automatic flashing light signals and gates controlled by constant warning time circuitry;
- b) The Company should bring its crossing into compliance with 92 Illinois Administrative Code 1535 by raising the crossing level with the approaches or roto-mill the approaches and devil strip level with the crossing surfaces;

Section 3            The Company has prepared a preliminary estimate of cost to accomplish the proposed improvements, which it may be required to perform. Said estimate is attached as Exhibit B. The Company shall upon Order, according to the requirements contained therein, prepare detailed drawings, detailed circuit plans, estimates of cost and any required specifications for the proposed improvements for the approval of the Commission and Department.

Section 4            The Company shall upon Order, according to the requirements contained therein, proceed toward the completion of the proposed improvements, accomplishing the work with its own forces or appropriate contracted services and agrees that an appropriate time for the submission of plans should be (120) days and for the completion of the proposed improvements should be twelve (12) months, from the date of Commission Order subsequent to this Agreement.

Section 5            The parties hereto agree that an equitable division of cost for the proposed improvements should be:

- (a) The cost for the improvements listed in Section 2(a) is estimated to be \$202,398. The Grade Crossing Protection Fund should pay 90% of the actual installation cost, not to exceed \$182,158. The Company should pay any remaining installation costs, as well as all future operating and maintenance costs.
- (b) The cost for the improvements listed in Section 2(b) should be paid 100% by the Company, as well as all future maintenance costs.

Section 6            Special Provisions: The Company shall, at six (6) month intervals from the date of Commission Order subsequent to this Agreement, submit to the Director of Processing and Information, Transportation Bureau of the Commission, a written report stating the progress it has made toward completion of the work herein required. Each progress report shall include the Commission Order number, the Order date, the project completion date as noted in the Order, crossing information (inventory number and railroad milepost), type of improvement, and the name, title, mailing address, phone number, facsimile number, and electronic mailing address of Company employee

responsible for management of the project.

All bills for expenditures authorized to be reimbursed from the Grade Crossing Protection Fund shall be submitted to the Fiscal Control Unit of the Illinois Department of Transportation's Bureau of Local Roads and Streets, Illinois Department of Transportation, Central Bureau of Local Roads and Streets, Room 205, 2300 South Dirksen Parkway, Springfield, Illinois 62764. The Department shall send a copy of all bills to the Director of Processing and Information, Transportation Division of the Commission. The final bill for expenditures from each party shall be clearly marked "Final Bill". All bills shall be submitted no later than twenty-four (24) months from the date of Commission Order subsequent to this Agreement. The Department shall, at the end of the 24<sup>th</sup> month from the Commission Order date, de-obligate all residual funds accountable for installation cost for this project.

Public Act 93-0604 (effective November 21, 2003), which amends 18c-7401 (Safety Requirements for Track, Facilities, and Equipment) of the Illinois Commercial Transportation Law, requires installation of temporary STOP signs whenever the Commission authorizes the installation of automatic flashing light signals or automatic flashing light signals and gates at public highway-rail grade crossings. The temporary STOP signs shall remain in place until the luminous flashing signal or crossing gate devices have been installed. The rail carrier is responsible for the cost of the installation and subsequent maintenance of any required temporary STOP signs.

625 ILCS 5/18c-1701 and 1704 require each "person", as defined by Section 18c-1104, to comply with every regulation or order of the Commission. These sections further provide that any person who fails to comply with a Commission regulation or order shall forfeit to the state not more than \$1,000 for each such failure, with each day's continuance of the violation being considered a separate offense. While the Commission expects the parties to comply with this Order in all matters addressed herein and in a timely manner, the Commission advises the parties that any failure to comply may result in the assessment of such sanctions.

Any person making a Request For Extension Of Time up to 30 days to complete a project ordered by the Commission must file a request with the Director of Processing no later than 14 days in advance of the scheduled deadline. An Administrative Law Judge will consider and decide the request.

Any person requesting an extension of time that exceeds 30 days must file a Petition For Supplemental Order with the Director of Processing no later than 21 days in advance of the scheduled deadline. The Commission will decide Petitions For Supplemental Orders.

Requests For Extension Of Time and Petitions For Supplemental Orders must include the reason(s) the additional time is needed to complete the work and the time

within which the project will be completed. Prior to submitting a Request For Extension Of Time or a Petition For Supplemental Order, the person must notify the Commission's Rail Safety Program Administrator that it is unable to complete the project within the ordered time;

The Commission or its Administrative Law Judge reserves the right to deny Petitions For Supplemental Order and Requests For Extension Of Time, if the reason(s) supporting the request is insufficient or where it appears the person has not made a good faith effort to complete the project within the allotted time. Failure of the Commission or Administrative Law Judge to act on a pleading prior to the deadline means the originally ordered completion date remains in effect.

This Agreement shall be binding upon the parties hereto, their successors or assigns. Upon execution of this Agreement by all parties, the Commission shall enter an appropriate order, within 60 days accepting or rejecting such stipulation according to the provisions contained herein.

Illinois Commerce Commission Stipulated Agreement No. 1080 concerning improvements at the East 0<sup>th</sup> Road highway-rail grade crossing of The Burlington Northern and Santa Fe Railway Company's tracks, near Mendota, Bureau County, Illinois, designated as crossing AAR/DOT # 079 649H, Milepost 86.18-A.

Executed by the Road District this 25<sup>th</sup> day of February 2004.

CLARION TOWNSHIP  
ROAD DISTRICT

By: Larry Anderson Highway Commissioner

Attest:

K. Scheraga Supervisor

RECEIVED  
FEB 26 2004  
Illinois Commerce Commission  
RAIL SAFETY SECTION



Illinois Commerce Commission Stipulated Agreement No. 1080 concerning improvements at the East 0<sup>th</sup> Road highway-rail grade crossing of The Burlington Northern and Santa Fe Railway Company's tracks, near Mendota, Bureau County, Illinois, designated as crossing AAR/DOT # 079 649H, Milepost 86.18-A.

Executed by the Company this 10<sup>th</sup> day of March 2004.

THE BURLINGTON NORTHERN AND  
SANTA FE RAILWAY COMPANY

By: Cheryl Martin

APPROVED AS TO FORM 3/5/04  
W. B. [Signature]

Burlington Northern Santa Fe Law Department

Attest:

[Signature]

FILED  
2004 MAR 10  
BUREAU COUNTY, ILL.

Illinois Commerce Commission Stipulated Agreement No. 1080 concerning improvements at the East 0<sup>th</sup> Road highway-rail grade crossing of The Burlington Northern and Santa Fe Railway Company's tracks, near Mendota, Bureau County, Illinois, designated as crossing AAR/DOT # 079 649H, Milepost 86.18-A.

Executed by the Department this 25<sup>th</sup> day of March 2004.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

By: Victor A. Ploderer  
Director of Highways

**ILLINOIS COMMERCE COMMISSION  
STIPULATED AGREEMENT  
CROSSING DATA FORM**

**GENERAL INFORMATION:** See Location Sketch

<b>RAILROAD</b>	BNSF
<b>USDOT#, MILEPOST</b>	079 649H, 86.18
<b>STREET, CITY, COUNTY</b>	East 0 <sup>th</sup> Road near Mendota, Bureau County
<b>JURISDICTION (RDWY)</b>	Clarion Township Road District
<b>LOCATION</b>	Rural
<b>STREET SURFACE</b>	Oil/Chip, 19' Width, Fair Condition

**CROSSING DATA:** See Location Sketch for roadway profile and track centers

<b>TRACK (W-E or N-S)</b>	<b>SURFACE TYPE</b>	<b>SURFACE WIDTH</b>	<b>SURFACE CONDITION</b>
Main	FDT	24'	Fair <sup>1</sup>
Main	FDT	24'	Fair <sup>1</sup>

<sup>1</sup> Crossings are approx. 1.5" low, solid condition; surfaces need to be raised to meet asphalt approaches, or the highway approaches and "devil strip" roto-milled to meet the existing surface elevations.

**ROADWAY DATA:** See Location Sketch

<b>INTERSECTING ROADS:</b>	None
<b>TRAFFIC CONTROL</b>	None
<b>ADT &amp; SPEED</b>	75 Vehicles Per Day @ 55 (unposted) MPH
<b>TRAFFIC TYPE</b>	Passenger, School Busses, Hazardous Materials, all possible
<b>ADVANCE WARNING</b>	
<b>PAVEMENT MARKING</b>	

**RAILROAD DATA:** See Location Sketch

<b>FREIGHT TRAFFIC</b>	26 Per day @ 60 MPH; Day & Night? Yes
<b>PASSENGER TRAFFIC</b>	6 Per day @ 79 MPH
<b>WARNING DEVICES</b>	Crossbucks / Stop signs Poor Condition

**NOTES:**

**VISIBILITY STUDY:** See Location Sketch

Train Speed	79	MPH
Roadway Speed	0.0 Stopped	MPH
Required Stopping Sight Distance (SSD)		
Along Roadway		FEET
Along Tracks		FEET
Required Clearing Sight Distance (CSD) (Along Tracks)	1,918	FEET

Distances calculated per American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets, 2001, Fourth Edition.

QUADRANT	CSD (FT)	OBSTRUCTION	SSD (FT)	OBSTRUCTION
NE	OK		OK <sup>1</sup>	
NW	OK		OK <sup>1</sup>	
SE	OK		OK <sup>1</sup>	
SW	OK		OK <sup>1</sup>	

<sup>1</sup>Note: OK, since crossing is equipped with Stop signs. If no Stop signs, all quadrants would be restricted due to dirt berms [approx. 200' to 500' stopping sight visibility]. If crops were in field all quadrants would have less than 100' stopping sight visibility

**APPROACH GRADES:** See Location Sketch

DIRECTION: NORTH			DIRECTION: SOUTH		
DISTANCE (FT)	ELEVATION (FT)	GRADE (%)	DISTANCE (FT)	ELEVATION (FT)	GRADE (%)
25	.2	.8	25	0	0
50	0	0	50	1.0	4

Note: Distance measured from outermost rail.

**COMMENTS:** For expediency, staff recommends the Grade Crossing Protection Fund (GCPF) and the Burlington Northern Santa Fe Railway Company (BNSF) each pay a portion of Clarion Township Road District's portion of the cost to install new automatic warning devices. Staff recommends the GCPF pay 90% of the installation costs with the BNSF paying all remaining installation costs, as well as all future operating and maintenance costs.

See Page Three for a Location Sketch (Aerial Photo) of the crossing.

①

E. 0TH ROAD

Reflect Xbuck

15.8' - d of r 7.5' - eop

②

③

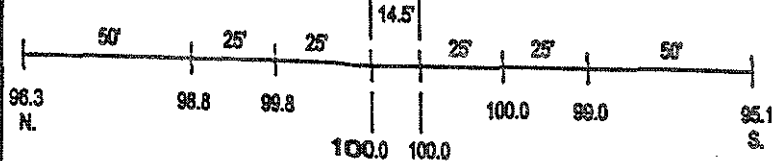
Reflect Xbuck

18.3' - d of r 8.5' - eop

19'

④

TR 1 TR 2



ROAD PROFILE

SCALE IN FEET



③

Photo Location

Crossing #: 079649H  
Location: LaSalle Co., City of Mendota (N)  
Lat/Long: 41°31'09" / 89°09'59"  
Railroad: BNSF  
Street: East 0th Road  
Railroad Milepost: 86.18  
Crossing Protection: Signs

5125011079649H 01/10/01 14:05 BAK